

BRUCE NORMAN LODER (1926 -) CIVIL ENGINEER

BIRTH and FAMILY: Born 3 November 1926 in Sydney to Arthur Bruce Loder and Elsie Mary Loder (nee Bates), the youngest of four children, two boys and two girls.

EDUCATION: Gladesville and Putney Public School.
1939 to 1943 attended Fort Street Boys' High School.
1944 to 1947 attended Sydney University – Civil Engineering

QUALIFICATIONS: 1948 BE (Hons) – Sydney University
Diploma in Town and Country Planning – Sydney University
1981 - Advanced Management Programme, Harvard University

MEMBERSHIPS: Served on a number of outside committees :-
I.E. Australia; Standards Association; Institute of Planning;
Institute of Architects; Engineer Graduates Association; Australian Road Research Board; Main Roads Credit Union.
Ten years as National President of Australian Road Federation.
Director of Statewide Roads Ltd.
Chairman of Sami Pty Ltd.

AWARDS: 1939 - Scholarship to Fort Street High School
1947 - Craig Memorial Prize in Surveying

WORK HISTORY In 1946 did work experience with NSW Department of Main Roads. Worked on the Karuah River Bridge, Pacific Highway and Newell Highway, Coonabarrabran.

February 1948 became Assistant Engineer (later known as Engineer Gr. III then Engineer C1 I) in the Bridge Design Section located in Sydney- was given special projects to brighten up his 'not so exciting' work.

January 1949 was appointed Assistant to the Officer in Charge, Bilpin, Fred Relf. About September 1949, advised the Department of his intention to take a two-year's leave without pay to travel overseas. This was granted and simultaneously appointed Officer-in-Charge.

April 1950 had to resign from DMR, and travelled to England to broaden his experience. Took position as Supervising Engineer with the Air Ministry on airfield reconstruction. Gained excellent engineering experience but was unimpressed with senior English engineers and decided to return home in 1951. On his return worked for a short period with the Snowy Mountains Authority in Sydney in the Municipal Engineering Section, designing towns like Guthega. Then rejoined the Department of Main Roads, NSW with virtually the same status as if he had not been away.

In January 1952 was appointed Officer-in-Charge, Bega and in the same year met and married Sister Beryl Schafer.

In July 1954, was transferred to the Goulburn Division Office working with the Divisional Engineer, Ken Jordan whom had a great influence on Loder than any other superior. Daughter and son born during this period in Goulburn.

November 1960 brought him back to Head Office in Sydney to become Executive Engineer of the National Association of Australian State Road Authorities.

During the 1960's there was great bridge building activity in the Sydney region. Major works such as Gladesville Bridge, Tarban Creek Bridge, Captain Cook Bridge and Figtree Bridge with their freeway approaches were all constructed during this period under the direction of the Metropolitan Engineer, Raymond Hirt.

In 1964 was appointed Senior Supervising Engineer at Milsons Point and was made responsible for all works undertaken by Councils, all traffic engineering related matters and the operation of the Sydney Harbour Bridge.

From June 1967 to January 1969 served as Divisional Engineer at Bourke then was transferred back to Head Office to become Assistant Urban Investigations Engineer and then Advance Planning Engineer. During this period served on a number of outside committees.

In 1974 was appointed as Divisional Engineer, Wollongong and in 1977 was transferred back to Head Office to lead a team to review the Top Management Structure of the Department of Main Roads, NSW.

The position of Deputy Commissioner for Main Roads became vacant in 1978, applied for it and was appointed on 1st September 1978.

In 1980 the then Minister for Roads, Harry Jensen, recommended that he be sent to the Advanced Management Program at Harvard University and attended the course from February to May 1981. Towards the end of the course the then Commissioner, Brian Sexton died and he returned to Australia as Acting Commissioner.

On 11 November 1981 was appointed Commissioner for Main Roads and was ex-officio member of N.A.A.S.R.A., Director of the Australian Road Research Board and a member of the NSW Traffic Authority.

In his time as Commissioner, Loder was the instigator of the Sydney Harbour Tunnel and an initiator of random breath testing, involved in the revision of the Main Roads Act. Called upon by the Premiers of the day to assist in overcoming road blockades and facilitate the road haulage of coal in order to maintain the flow of coal to the Port of Newcastle when this was threatened by a rail strike.

Retired from the position of Commissioner of Main Roads on 3 November 1986. His submissions to the New South Wales Government in 1987 appear to have influenced the introduction of privately funded toll roads.

Since retiring he has maintained a close interest in road related matters. He has spent almost ten years as National President of the Australian Road Federation, Director of Statewide Roads Ltd, a successful project management company and private toll road provider and Chairman of Sami Pty Ltd, manufacturer of bitumen products and supplier of related services.